



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF POLICE

Traffic Stop Data Collection Analysis

Third Report

Covering the period
October 1, 2001 through March 31, 2002

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Charles A. Moose, Ph.D.
Chief of Police

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TRAFFIC STOP ANALYSIS

On September 1, 2000, the Montgomery County Department of Police began collecting data for analysis of its traffic stops. This report contains the data that was analyzed during the time periods of the fourth quarter 2001 (October 1 through December 31) and the first quarter 2002 (January 1 through March 31). For convenience purposes, the analysis in this chapter will be summarized into a six-month period; however, the individual quarterly analysis as defined in the Department of Justice (DOJ) Agreement Protocol is available in Appendix A of this report.

Pursuant to the DOJ Memorandum of Agreement (MOA), officers entered data for traffic stops that involved the following activities: radar/laser enforcement; other traffic charges; lookout; crime in progress; investigatory reasons; and want-index hits. *Not* captured by the Department is information pertaining to checkpoints, roadblocks, traffic collisions, disabled vehicles, and emergency situations requiring vehicles to be stopped for safety purposes.

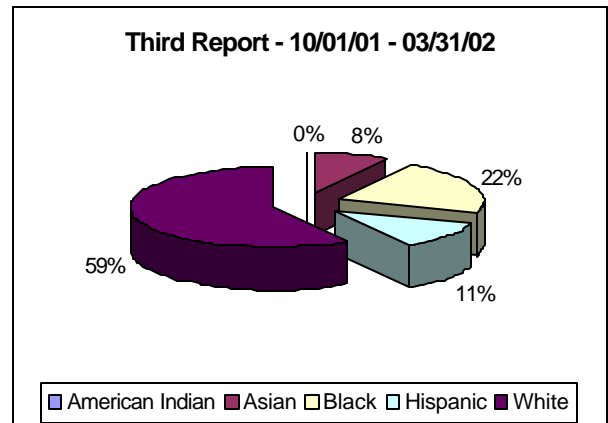
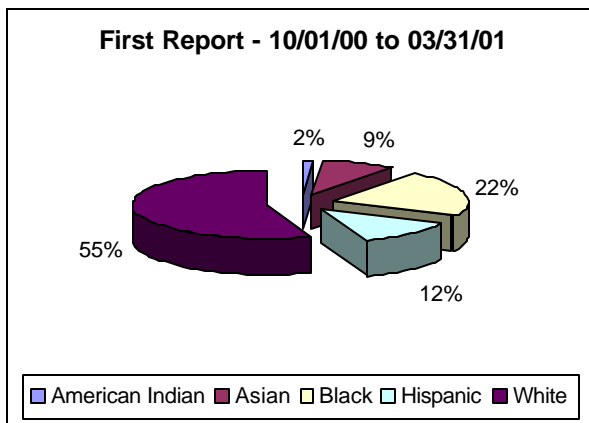
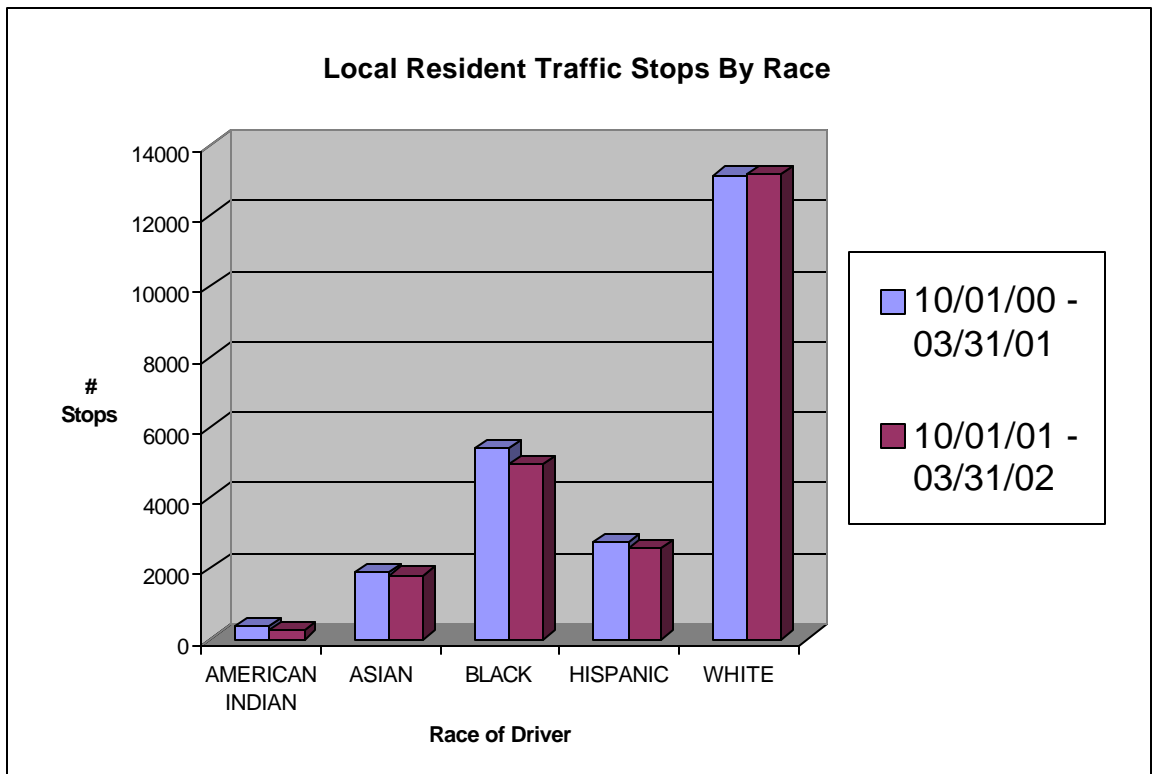
WHO WAS BEING STOPPED?

Between October 1, 2001 and March 31, 2002, MCPD officers recorded a total of 31,752 traffic stops. The total number of traffic stops recorded for the third reporting period is 22.6% less than the 41,069 stops recorded for the second reporting period. However, when compared to the total number of traffic stops recorded in the first reporting period (32,743), which mirrors the months that data was collected, this difference in total stops is a mere 2%.

Through the analysis of the data it was discovered that White drivers accounted for 54.88% of the stops, Black drivers accounted for 26.37%, Hispanic drivers accounted for 10.81%, Asian drivers accounted for 6.97% and American Indian drivers accounted for 0.96%. It was further found that 98.8%, or all but 382 of the stops, were for radar/laser or other traffic-related reasons.

The Montgomery County resident traffic stop data revealed that county residents comprised 71.5% (22,707) of the stops collected, compared to 71.86% (23,530) for the first report. The "Local Resident" analysis reflected that White drivers accounted for 58%, Black drivers accounted for 21.7%, Hispanic drivers accounted for 11.3%, Asian drivers accounted for 7.9%, and American Indian drivers accounted for 1%.

The Montgomery County 2000 population demographics as released by the US Census Bureau reflected that 64.8% of the population is White, that 15.1% of the population is Black, that 11.5% of the population is Hispanic, that 11.3% of the population is Asian, and that American Indians comprise 0.3% of our population.



Percentages in charts are rounded.

A comparative analysis of county population demographics and traffic stops of just local residents revealed that, again in this reporting period, a higher percentage of American Indians and Blacks were stopped than reside in the County. Conversely, the analysis showed that a lower percentage of Whites, Hispanics and Asians were stopped both overall and local resident as well.

Analysis of the gender of drivers stopped, during this period, revealed male drivers account for 63.84% of all traffic stops compared to 61.43% of local drivers stopped. As in the last reporting period, the percentage of male drivers stopped for both local residents and overall exceeded the County male population of 47.9%. Looking at the top five race/gender groups of just local drivers, it was discovered that White male drivers were the highest group stopped at 24.19%, followed by White female drivers at 17.28%, then Black male drivers at 9.78%, followed by Hispanic male drivers at 6.06%, and finally Black female drivers at 5.74%.

Comparison of Local Residents Stopped By Race

Driver Race	10/01/01-3/31/02	10/01/00-03/31/01	% Change
American Indian	1.07%	1.50%	-30.75%
Asian	7.92%	8.10%	-5.17%
Black	21.72%	22.90%	-8. %
Hispanic	11.29%	11.60%	-5.6%
White	58.00%	55.90%	+ 3.75%
Total	100.0%	100.0%	

**Percent of change was derived from actual numbers of traffic stops for each period.*

The analysis of the age data did not reveal any significant findings. Consistent with past reports overall, the frequency of stops declined as the age increased to 60 years, both in total traffic stops and the stops of local resident drivers. Drivers age 16-45 comprised 75.32% of local resident drivers stopped. Of the local resident drivers 16-45 years of age, those 21-25 were the highest demographic stopped at 15.40%. In contrast, local resident drivers age 16-20 were the lowest segment of that same group, accounting for 10.97%.

WHEN AND WHERE DID STOPS OCCUR?

Traffic stops are consistent with times of vehicular activity, with most stops being made between noon and 6:00 pm. Of the 31,752 stops recorded, 89% of them lasted no more than 10 minutes; 6.84% lasted 11 to 20 minutes, 1.37% lasted 21 to 30 minutes, and 2.79% lasted over a half hour. Longer stops are often due to a high amount of police radio air traffic, slow computer returns, and/or waiting for a tow truck.

STOP TIME	COUNT	PERCENT
0001 to 0600	2,803	8.83%
0601 to 1200	10,564	33.27%
1201 to 1800	11,658	36.72%
1801 to 0000	6,727	21.18
Total	31,752	100.00%

Using the officer subgroup assignments, as defined in the MOA, enabled the Department to group the traffic stops by the officer's district/work assignment. Officers assigned to the six district stations generated approximately 97.53% of all traffic stops. The remaining 2.47% of the traffic stops were made by personnel assigned to the Office of the Chief and the three bureaus: Investigative Services Bureau (ISB), Field Services Bureau (FSB) and Management Services Bureau (MSB). Henceforth, the term "patrol" will be used for officers assigned to the six police districts and "administrative" will be used to refer to the remaining officers in the Office of the Chief and the three bureaus.

Overall, each of the districts conducted 15-23% of the traffic stops (combining the 5th and 6th Districts for the purposes of this report, as they existed until the start of 2001). The comparative analysis of *local resident traffic stops* at the district level revealed that patrol personnel generated 97.47% of the traffic stops, while the remaining 2.53% were made by administrative personnel. Of the local resident driver traffic stops, each of the districts conducted between 18-22% of the activity. The first District conducted the most stops with 5,146, while the combined 5th and 6th Districts conducted 4,045 of the 22,707 local resident driver traffic stops.

WHY WERE STOPS MADE?

As stated in previous reports, it was difficult to accurately identify the specific violation for every traffic stop because the database was organized to capture multiple violations. As a result, when multiple violations were observed (i.e., registration and seat belt) there was no way of knowing with absolute certainty which one - or if both violations - was the reason for the stop.

Traffic violations were the basis for the stop in 98.84% of all contacts recorded. Excessive speed enforcement efforts using radar or laser devices were responsible for 50.24% of stops; while all other traffic violations accounted for 48.60%. The remaining 1.16% of stops resulted from investigatory reasons, crime in-progress, broadcast lookout, or want index. The analysis results of the data were consistent throughout the examination of the local resident driver "only" stops.

WHAT OCCURRED DURING THE STOPS?

Consistent with the findings in the first report, Black drivers received a higher percentage of verbal and written warnings, and field interrogations (which are considered non-punitive), than the percentage of both Black local resident drivers stopped and total Black drivers stopped. Within every racial class of driver, the number of traffic citations issued was similar to the number of drivers stopped when looking at both the local resident drivers and total drivers stopped. Black drivers received a greater number of criminal citations (26.79% local resident drivers and 36.14% total) when compared to the number of drivers of all races stopped in the two categories. The percentage of Equipment Repair Orders issued to Hispanics, for both local resident drivers (20.37%) and total drivers (20.67%), was almost double the percentage of Hispanic drivers stopped in each of those categories (11.3% local resident drivers and 10.81% total drivers).

During this analysis period an extremely small percentage of traffic stops resulted in vehicle searches [3.48% (1,106) of the 31,752 total stops and 3.39% (772) of the 22,707 stops of local residents]. Local residents accounted for 69.80% of the vehicles searched. Overall, the number of vehicle searches decreased over 20%, when compared to the same reporting period a year ago. Local resident Hispanic drivers experienced the greatest decrease in vehicle searches with a downward trend of 30%.

In the third reporting period, local resident Black and Hispanic drivers continue to experience vehicle searches at a rate greater than that in which both groups are stopped. White drivers (48.58%) were the highest group of drivers searched in local resident traffic stops.

A table appears on the following page showing a breakdown of consent searches and a comparison with data from the first report.

Consent Searches

	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02
	Total Count		Local Resident		Local/Total Ratio	
Vehicle Search	1,383	1,106	957	772	69.20%	69.80%
No. of Stops	32,743	31,752	23,530	22,707	71.86%	71.51%
	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02	1st Report Oct 00-Mar 01	3rd Report Oct 01-Mar 02
	All Vehicles Searched		Vehicle Searched Local Resident		Vehicle Searched Local Resident %	
American Indian	9	10	7	8	0.73%	1.04%
Asian	43	36	32	32	3.34%	4.15%
Black	495	396	296	227	30.93%	29.40%
Hispanic	267	188	188	130	19.64%	16.84%
White	569	476	434	375	45.35%	48.58%
Total	1,383	1,106	957	772	100.00%	100.00%

Percentages are rounded

As in the two previous reports, an analysis was conducted on consent and non-consent searches. Slightly more than 1/3 of the total vehicle searches (34.6%) and local driver's vehicle searches (34.3%) required the consent of the driver. The consent search rate was fairly consistent with the percentage of consent searches identified in the first report (30.9%).

Only 383 (34.6%) of the 1,106 overall searches, or 1.20% of the total traffic stops, required the consent of the driver. The other 723 (65.4%) searches were non-consent. Of the 772 local resident searches, 265 (34.32%) were consent-related and 507 were non-consent. It would appear from the data that there was no statistically significant difference between the rates of consent searches when comparing resident and overall search rates. Non-consent searches refer to searches such as when the officer has probable cause to search or conducts a search incidental to an arrest.

Analysis of the consent searches for all drivers by race revealed that Black drivers were involved in consent vehicle searches at a rate of 41.78%, compared to a rate of 38.38% for White drivers. However, the rate of local resident consent searches for White drivers (43.02%) was slightly higher than the rate for Black drivers (37.74%). Hispanic, Asian and American Indian drivers were asked to participate in consent searches at a much lower rate (13.21%, 4.53 % and 1.51%, respectively).

The consent search "find rates" (times when evidence or contraband is located) was also analyzed. Of the 383 consent searches, 106 or 27.67% of the searches resulted in a recovery. Black drivers accounted for 39.62% of overall consent search "finds" and 32.87% of just local resident finds. White drivers accounted for 40.56% of overall consent search "finds" and 41.66% of local resident finds. As with the consent searches overall, Hispanic, Asian, and American Indian "find rates" were significantly lower at 11.3%, 7.5% and less than 1%, respectively.

Find Rates

LOCAL RESIDENT DRIVERS

BY RACE	TOTAL SEARCHES	CONSENT	% OF FINDS	NON-CONSENT	% OF FINDS
WHITES	375	34	9.1%	41	10.9%
BLACKS	227	24	10.6%	45	19.8%
HISPANIC	130	6	4.6%	22	16.9%
ASIAN	32	8	25.0%	2	6.3%
AMERICAN INDIAN	8	1	12.5%	2	25.0%
TOTAL	772	73		112	

A closer examination of the consent searches resulting in finds, within racial classes, revealed that Asian local resident drivers and American Indian local resident drivers had the highest percentage of finds with 25% and 12.5%, respectively. It should be noted that although the find rate was high relative to all race categories studied, the number of searches were low (resulting in the skewed percentages). When the same study was conducted using a category with more in number, the find rate for Black local resident drivers was 10.6%, White local resident drivers was 9.1%, and Hispanic local resident drivers was 4.6%.

Finally, an examination of the 73 consent searches of local resident drivers showed that 91.78% of the drivers searched were male. White males had the highest incidence of consent searches with 41%, Black males 31.5%, Asian males 9.59%, Hispanic males 6.85% and American Indian males 1.37%. In all of the racial classes, the age group that displayed the highest percentage of consent searches was 16-30 years of age. During this reporting period, White males age 16-20 had the highest percentage of consent searches, 15.07%. For the same age group, Asian males were 5.48%, Black males were 4.11% and Hispanic males were 2.74%. In the 21-25 age grouping, White and Black males were each reported at 10.96%, Asian males were 2.74% and Hispanic males were 1.37%. Again in the 26-30 age grouping, White males had the highest percentage of consent searches (5.48%). Black and Hispanic males had 2.74%, while the Asian and American Indian drivers had 1.37%.

A table appears on the following page showing a breakdown of consent searches by race, sex and age.

Consent Searches

Race	Gender	Age Range	Count	Percentage	
American Indian	Male	26-30	1	1.37%	1.37%
Asian	Female	26-30	1	1.37%	
Asian	Male	16-20	4	5.48%	
Asian	Male	21-25	2	2.74%	
Asian	Male	31-35	1	1.37%	9.59%
Black	Female	36-40	1	1.37%	
Black	Male	16-20	3	4.11%	
Black	Male	21-25	8	10.96%	
Black	Male	26-30	2	2.74%	17.81%
Black	Male	31-35	4	5.48%	
Black	Male	36-40	1	1.37%	
Black	Male	41-45	2	2.74%	
Black	Male	46-50	2	2.74%	
Black	Male	56-60	1	1.37%	
Hispanic	Female	21-25	1	1.37%	
Hispanic	Male	16-20	2	2.74%	
Hispanic	Male	21-25	1	1.37%	
Hispanic	Male	36-40	2	2.74%	6.85%
White	Female	16-20	1	1.37%	
White	Female	21-25	2	2.74%	
White	Female	41-45	1	1.37%	
White	Male	16-20	11	15.07%	
White	Male	21-25	8	10.96%	
White	Male	26-30	4	5.48%	31.51%
White	Male	31-35	1	1.37%	
White	Male	36-40	1	1.37%	
White	Male	41-45	2	2.74%	
White	Male	56-60	1	1.37%	
White	Male	61 and plus	2	2.74%	
			73	100.00%	

BENCHMARKS FOR INTERPRETATION

The Department of Justice released a funded report in November 2000, entitled *Resource Guide on Racial Profiling Data Collections Systems – Promising Practices and Lessons Learned*. This report provided an overview of current activities in several states and recommendations for the future. In Chapter 5, “Recommendations for Traffic Stop Data Collection Systems,” they explained the concept of “low discretion” stops where “officers have little discretion but to respond.” They advised that low discretion stops might be analyzed differently because law enforcement actions are based on an external source or specific conduct (such as radar speed enforcement) rather than an officer’s discretionary determination. The chapter further enumerates that a driver failing to stop for a red light or speeding more than 30 miles an hour may be considered low discretionary because the officer feels obligated to pull over the driver.

Using recommendations from the Police Executive Research Forum publication *Racially Biased Policing: A Principled Response* as a guide, the MCPD followed the definition of activities that could be targeted for data collection and developed benchmarks. Although scientific reliability measures are not available for these benchmarks, the absence of driving population information and the lack of confidence in Census data made using these a reasonable course of action when evaluating the traffic stop data.

The benchmarks that will be examined are:

1. Low discretion radar/laser and moving red light violations
2. District Traffic Squad stops
3. Photo red light camera data

The primary issue raised by the Department of Justice inquiry was the disparity between the African American population and the stop rate for African American drivers. The DOJ based this solely on traffic citation analysis, including those issued for collisions, checkpoints, etc. Attempting to identify (quantify) a realistic driving population in the absence of a traffic study will be the first area addressed. Per the MOA, the traffic stop data produced by this report will serve as baseline data for future reports. As data collection issues, data analysis capabilities, and our experience in working with the data improve, deeper and more detailed interpretation of the traffic stop data is expected.

LOW DISCRETION (RADAR/LASER & RED LIGHTS)

As previously explained in this section, the Department of Justice publication identified red light violations as a low discretion benchmark (moving violations, as opposed to one captured by red light cameras). The use of speed measuring devices, such as radar and laser, enables officers to identify speeding vehicles at distances greater than officers are able to see the drivers. It is readily accepted in the law enforcement community that the uses of radar/laser instruments are vehicle selective, which makes them an excellent internal benchmark. The Department believes that combining low discretionary red light violations with radar/laser vehicular stops provides a reasonable data set of sufficient size for comparison purposes.

Analyses of the traffic stop data revealed that a total of 17,745 radar/laser/red light (RLR) stops were made. Further analysis showed that 57.2% of these stops were of White drivers, 25.9% were of Black drivers, 8.9% were of Hispanic drivers, 7.2% were Asian drivers and less than 1% involved American Indian drivers.

	All Traffic Stops		Low Discretionary Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	306	0.96%	146	0.82%
Asian	2,213	6.97%	1,274	7.18%
Black	8,374	26.37%	4,595	25.89%
Hispanic	3,433	10.81%	1,574	8.87%
White	17,426	54.88%	10,156	57.23%
TOTAL:	31,752	100.00%	17,745	100.00%

DISTRICT TRAFFIC SQUAD STOPS

The Montgomery County Department of Police deploys a squad of traffic officers at five district stations (Montgomery Village/6th District shares a squad with the Germantown/5th District). The primary focus of the officers assigned to these units is to conduct traffic enforcement and investigate traffic collisions. These officers are not obligated to handle criminal-related investigations or make arrests unless they encounter a crime in progress. The traffic officers in our Department have established a long tradition for remaining focused on their traffic enforcement mission, which makes them an excellent benchmark against which to compare traffic stop statistics.

Overall, the traffic officers accounted for roughly 45% of all traffic stops (14,202). Of those stops, 55.8% were of White drivers, 27.5% were of Black drivers, 9.5% were of Hispanic drivers, 6.5% were of Asian drivers and 0.70% were of American Indian drivers. Note that these stops by traffic officers include many of those low discretion stops also reference above.

	All Traffic Stops		Traffic Squad Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	306	0.96%	99	0.70%
Asian	2,213	6.97%	919	6.47%
Black	8,374	26.37%	3,908	27.52%
Hispanic	3,433	10.81%	1,357	9.55%
White	17,426	54.88%	7,919	55.76%
TOTAL:	31,752	100.00%	14,202	100.00%

PHOTO RED LIGHT CAMERA COMPARISON

During this reporting period, the Department deployed cameras at 16 locations to support the administrative enforcement of red light violations. The cameras are distributed throughout the County and were placed after analysis of collision and traffic citation data identified the most productive locations for red light violations. The effectiveness of the program will probably lead to an increase in camera locations in the future.

The camera takes a picture of the registration plate of the vehicle involved in a red light violation. When issuing the violation notice, a technical clerk obtains the owner information from the Maryland Motor Vehicle Administration listing, which includes the owner's race.

Commercial vehicles and out-of-state registration information are omitted from the data collected. It was possible that the registered owner was not the operator at the time of the violation. The validity of the data from the cameras would increase if the race of the driver could be identified and some random sampling opportunities were available. However, this is not possible with the current photo red light program. The use of data collected from cameras provides an excellent source of unbiased, external data for comparison purposes.

An examination of the data collected from the red light cameras revealed 29,170 violations where the vehicle owner's registration could be obtained. Further analysis of the data resulted in the following findings regarding the registered owners: over half, 17,599 were White; 6,290 were Black; 3,015 were Asian; and 2,266 were classified as Other. It should be noted that the Maryland Motor Vehicle Administration does not classify race beyond White, Black and Asian. Hispanics may be included in either the White or Black category, while American Indian may be listed under the "other" category.

	All Traffic Stops		Red Light Camera	
	All Persons Stopped		Registered Owner	
	#	%	#	%
American Indian	306	0.96%	N/A	N/A
Asian	2,213	6.97%	3,015	10.34%
Black	8,374	26.37%	6,290	21.56%
Hispanic	3,433	10.81%	N/A	N/A
Other	N/A	N/A	2,266	7.77%
White	17,426	54.88%	17,599	60.33%
TOTAL:	31,752	100.00%	29,170	100.00%

SUBGROUPS

It is important to note that the identities of the individual officers were not captured. Officers were assigned to subgroups for the purposes of tracking activity. Officers in the same assignment and/or geographic location were members of the same subgroup; each subgroup contained six to eight officers. If an officer transferred, his or her subgroup would change accordingly.

Some traffic stops were made outside of the officers' districts of assignment. However, collectively, a broader geographic understanding of the data can be obtained by using the subgroup method.

Officers working out of the district stations were members of the Field Services Bureau. Each of the six patrol districts was assigned to the same number series, only the hundred number changed to reflect the (numeric) district identifier. At the patrol level, assignments were as follows:

1 st District/Rockville	100 Series
2 nd District/Bethesda	200 Series
3 rd District/Silver Spring	300 Series
4 th District/Wheaton	400 Series
5 th District/Germantown	500 Series
6 th District/Mont. Village	600 Series

<u>District Station Unit</u>	<u>Subgroups</u>
Administration	x00-x01
Investigative Section	x10-x11
Special Assignment Team	x20-x21
Traffic	x30-x31
Patrol Shifts/Beat Teams	x40-x60's

The remaining Field Services Bureau administrative officers were assigned to subgroups 700-701.

The Investigative Services Bureau subgroups were the 800-series. That included all of the various units within the Criminal Investigations Division, Major Crimes Division, Special Investigations Division, Special Operations Division, and the Family Services Division. Note that district investigators were captured within the patrol district subgroups.

The Management Services Bureau subgroups were the 900-series. That bureau included officers assigned to the Communications Division, Management & Budget Division, Technology Division, Records Division, the Training Academy, and others.

The Office of the Chief subgroups, the 1000-series, included officers working in the Chief's office, Legal/Labor Relations, Media, Internal Affairs, etc.

The Memorandum of Agreement mandated analysis by subgroups to evaluate trends and differences over time within the subgroups. The following data represents an analysis of subgroup data and will serve as a foundation for future efforts.

STOPS BY RACE

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the race of the driver. The subgroups shown were responsible for approximately 50% of the documented activity within the respective categories.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
430	25	10.33%	10.33%
330	24	9.92%	20.25%
530	20	8.26%	28.51%
146	11	4.55%	33.06%
147	11	4.55%	37.61%
642	8	3.31%	40.92%
143	8	3.31%	44.23%
444	6	2.48%	46.71%
162	6	2.48%	49.19%
160	5	2.07%	51.26%

Asian			
SubGroup	Frequency	Percentage	Cumulative
430	258	14.35%	14.35%
130	162	9.01%	23.36%
330	157	8.73%	32.09%
147	81	4.51%	36.60%
146	69	3.84%	40.44%
530	49	2.73%	43.17%
230	48	2.67%	45.84%
162	43	2.39%	48.23%
244	43	2.39%	50.62%

Black			
SubGroup	Frequency	Percentage	Cumulative
330	854	17.32%	17.32%
430	532	10.79%	28.11%
130	191	3.87%	31.98%
230	172	3.49%	35.47%
530	163	3.30%	38.77%
349	131	2.66%	41.43%
146	94	1.91%	43.34%
372	91	1.85%	45.19%
162	84	1.70%	46.89%
431	83	1.68%	48.57%
147	71	1.44%	50.01%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative
430	350	13.65%	13.65%
330	321	12.52%	26.17%
230	110	4.29%	30.46%
349	68	2.65%	33.11%
147	63	2.46%	35.57%
130	62	2.42%	37.99%
162	56	2.18%	40.17%
530	53	2.07%	42.24%
161	51	1.99%	44.23%
646	49	1.91%	46.14%
140	47	1.83%	47.97%
651	40	1.56%	49.53%
146	39	1.52%	51.05%

White			
SubGroup	Frequency	Percentage	Cumulative
130	1,224	9.29%	9.29%
430	1,199	9.10%	18.39%
330	1,099	8.34%	26.73%
230	889	6.75%	33.48%
530	572	4.34%	37.82%
147	447	3.39%	41.21%
231	413	3.14%	44.35%
146	406	3.08%	47.43%
431	272	2.07%	49.50%
162	250	1.90%	51.40%

REASON FOR STOP

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the reason for the traffic stop. Reasons for stops include: violations for speed (officer observed and by radar/laser devices), red light, traffic device or equipment; as well as "other traffic," crime in progress, want index (wanted person), the result of a lookout, or investigative. The subgroups shown here were those responsible for approximately 50% of the documented activity in each of the respective categories.

Speed			
SubGroup	Frequency	Percentage	Cumulative
430	1,810	14.14%	14.14%
330	1,593	12.44%	26.58%
130	1,197	9.35%	35.93%
230	994	7.77%	43.70%
530	744	5.81%	49.51%
146	405	3.16%	52.67%

Red Light			
SubGroup	Frequency	Percentage	Cumulative
330	205	17.54%	17.54%
430	61	5.22%	22.76%
553	42	3.59%	26.35%
146	29	2.48%	28.83%
156	27	2.31%	31.14%
243	27	2.31%	33.45%
252	26	2.22%	35.67%
556	25	2.14%	37.81%
143	22	1.88%	39.69%
256	22	1.88%	41.57%
255	20	1.71%	43.28%
244	20	1.71%	44.99%
147	19	1.63%	46.62%
552	19	1.63%	48.25%
449	18	1.54%	49.79%
878	17	1.45%	51.24%

Radar/Laser			
SubGroup	Frequency	Percentage	Cumulative
430	1,771	15.35%	15.35%
330	1,665	14.43%	29.78%
130	1,196	10.37%	40.15%
230	994	8.62%	48.77%
530	717	6.22%	54.99%

Traffic Device			
SubGroup	Frequency	Percentage	Cumulative
330	407	13.30%	13.30%
430	272	8.89%	22.19%
130	200	6.53%	28.72%
230	138	4.51%	33.23%
241	120	3.92%	37.15%
231	104	3.40%	40.55%
149	95	3.10%	43.65%
240	86	2.81%	46.46%
246	83	2.71%	49.17%
250	77	2.52%	51.69%

Equipment			
SubGroup	Frequency	Percentage	Cumulative
162	82	5.49%	5.49%
878	64	4.29%	9.78%
160	63	4.22%	14.00%
651	60	4.02%	18.02%
140	55	3.68%	21.70%
250	53	3.55%	25.25%
355	46	3.08%	28.33%
252	44	2.95%	31.28%
349	43	2.88%	34.16%
646	43	2.88%	37.04%
253	42	2.81%	39.85%
146	40	2.68%	42.53%
263	37	2.48%	45.01%
256	33	2.21%	47.22%
572	32	2.14%	49.36%
255	30	2.01%	51.37%

Crime In Progress			
SubGroup	Frequency	Percentage	Cumulative
453	32	39.51%	39.51%
330	11	13.58%	53.09%

Want Index			
SubGroup	Frequency	Percentage	Cumulative
320	3	10.71%	10.71%
444	2	7.14%	17.85%
144	2	7.14%	24.99%
243	2	7.14%	32.13%
544	2	7.14%	39.27%
543	1	3.57%	42.84%
643	1	3.57%	46.41%
645	1	3.57%	49.98%
461	1	3.57%	53.55%

Look Out			
SubGroup	Frequency	Percentage	Cumulative
460	4	10.53%	10.53%
552	3	7.89%	18.42%
648	3	7.89%	26.31%
651	2	5.26%	31.57%
162	2	5.26%	36.83%
253	2	5.26%	42.09%
256	2	5.26%	47.35%
355	2	5.26%	52.61%

Investigatory			
SubGroup	Frequency	Percentage	Cumulative
320	11	11.34%	11.34%
243	7	7.22%	18.56%
651	7	7.22%	25.78%
838	6	6.19%	31.97%
444	6	6.19%	38.16%
878	5	5.15%	43.31%
456	4	4.12%	47.43%
421	3	3.09%	50.52%

Other Traffic			
SubGroup	Frequency	Percentage	Cumulative
330	778	7.12%	7.12%
430	593	5.43%	12.55%
130	443	4.05%	16.60%
147	418	3.83%	20.43%
878	258	2.36%	22.79%
146	238	2.18%	24.97%
162	231	2.11%	27.08%
230	227	2.08%	29.16%
140	219	2.00%	31.16%
241	210	1.92%	33.08%
250	208	1.90%	34.98%
246	203	1.86%	36.84%
349	197	1.80%	38.64%
161	190	1.74%	40.38%
244	169	1.55%	41.93%
231	169	1.55%	43.48%
243	168	1.54%	45.02%
149	164	1.50%	46.52%
255	157	1.44%	47.96%
651	152	1.39%	49.35%
143	151	1.38%	50.73%

STOPS BY ACTION TAKEN

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the action taken after the traffic stop. Action taken can include a traffic citation, criminal citation, verbal warning, written warning, equipment repair order, arrest, civil citation, or no action taken. The subgroups shown were those responsible for approximately 50% of the documented activity in each of the respective categories.

Action Taken: Traffic Citation			
SubGroup	Frequency	Percentage	Cumulative
330	2,436	12.75%	12.75%
430	2,328	12.19%	24.94%
130	1,557	8.15%	33.09%
230	1,212	6.34%	39.43%
530	825	4.32%	43.75%
147	652	3.41%	47.16%
146	543	2.84%	50.00%

Action Taken: Verbal Warning			
SubGroup	Frequency	Percentage	Cumulative
878	161	5.97%	5.97%
140	143	5.30%	11.27%
430	119	4.41%	15.68%
147	88	3.26%	18.94%
252	85	3.15%	22.09%
453	81	3.00%	25.09%
256	80	2.97%	28.06%
144	75	2.78%	30.84%
146	70	2.59%	33.43%
651	64	2.37%	35.80%
253	59	2.19%	37.99%
444	57	2.11%	40.10%
243	55	2.04%	42.14%
555	46	1.70%	43.84%
143	45	1.67%	45.51%
443	44	1.63%	47.14%
572	43	1.59%	48.73%
543	43	1.59%	50.32%

Action Taken: Criminal Citation			
SubGroup	Frequency	Percentage	Cumulative
161	7	12.50%	12.50%
878	7	12.50%	25.00%
355	3	5.36%	30.36%
441	3	5.36%	35.72%
449	2	3.57%	39.29%
349	2	3.57%	42.86%
160	2	3.57%	46.43%
141	2	3.57%	50.00%

Action Taken: Verbal Warning			
SubGroup	Frequency	Percentage	Cumulative
878	161	5.97%	5.97%
140	143	5.30%	11.27%
430	119	4.41%	15.68%
147	88	3.26%	18.94%
252	85	3.15%	22.09%
453	81	3.00%	25.09%
256	80	2.97%	28.06%
144	75	2.78%	30.84%
146	70	2.59%	33.43%
651	64	2.37%	35.80%
253	59	2.19%	37.99%
444	57	2.11%	40.10%
243	55	2.04%	42.14%
555	46	1.70%	43.84%
143	45	1.67%	45.51%
443	44	1.63%	47.14%
572	43	1.59%	48.73%
543	43	1.59%	50.32%

Action Taken: Written Warning			
SubGroup	Frequency	Percentage	Cumulative
455	62	6.40%	6.40%
253	61	6.30%	12.70%
246	60	6.20%	18.90%
240	39	4.03%	22.93%
247	36	3.72%	26.65%
460	34	3.51%	30.16%
644	33	3.41%	33.57%
546	31	3.20%	36.77%
547	31	3.20%	39.97%
260	30	3.10%	43.07%
349	26	2.69%	45.76%
878	25	2.58%	48.34%
555	23	2.38%	50.72%

Action Taken: ERO			
SubGroup	Frequency	Percentage	Cumulative
651	46	7.10%	7.10%
250	45	6.94%	14.04%
146	28	4.32%	18.36%
162	28	4.32%	22.68%
255	27	4.17%	26.85%
349	26	4.01%	30.86%
549	22	3.40%	34.26%
256	20	3.09%	37.35%
241	19	2.93%	40.28%
447	19	2.93%	43.21%
383	18	2.78%	45.99%
263	18	2.78%	48.77%
253	17	2.62%	51.39%

Action Taken: Civil Citation			
SubGroup	Frequency	Percentage	Cumulative
349	8	18.60%	18.60%
878	5	11.63%	30.23%
130	3	6.98%	37.21%
156	2	4.65%	41.86%
161	2	4.65%	46.51%
330	2	4.65%	51.16%

Action Taken: Arrest			
SubGroup	Frequency	Percentage	Cumulative
130	69	11.84%	11.84%
878	48	8.23%	20.07%
255	33	5.66%	25.73%
162	22	3.77%	29.50%
549	20	3.43%	32.93%
253	19	3.26%	36.19%
256	18	3.09%	39.28%
252	15	2.57%	41.85%
320	14	2.40%	44.25%
152	13	2.23%	46.48%
552	12	2.06%	48.54%
456	12	2.06%	50.60%

SEARCHES BY RACE

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in vehicle searches. All searches here were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
0	1	12.50%	12.50%
143	1	12.50%	25.00%
162	1	12.50%	37.50%
355	1	12.50%	50.00%
370	1	12.50%	62.50%
441	1	12.50%	75.00%
452	1	12.50%	87.50%
555	1	12.50%	100.00%

Asian			
SubGroup	Frequency	Percentage	Cumulative
878	6	18.75%	18.75%
255	3	9.38%	28.13%
162	2	6.25%	34.38%
130	2	6.25%	40.63%
160	2	6.25%	46.88%
455	2	6.25%	53.13%
456	2	6.25%	59.38%
838	2	6.25%	65.63%

Black			
SubGroup	Frequency	Percentage	Cumulative
162	32	14.10%	14.10%
320	16	7.05%	21.15%
651	12	5.29%	26.43%
572	11	4.85%	31.28%
355	11	4.85%	36.12%
349	10	4.41%	40.53%
453	8	3.52%	44.05%
160	7	3.08%	47.14%
243	5	2.20%	49.34%
253	5	2.20%	51.54%
353	5	2.20%	53.74%
372	5	2.20%	55.95%
553	5	2.20%	58.15%
552	4	1.76%	59.91%
450	4	1.76%	61.67%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative
430	350	13.65%	13.65%
330	321	12.52%	26.17%
230	110	4.29%	30.46%
349	68	2.65%	33.11%
147	63	2.46%	35.57%
130	62	2.42%	37.99%
162	56	2.18%	40.17%
530	53	2.07%	42.24%
161	51	1.99%	44.23%
646	49	1.91%	46.14%
140	47	1.83%	47.97%
651	40	1.56%	49.53%
146	39	1.52%	51.05%

White			
Subgroup	Frequency	Percentage	Cumulative
130	1,224	9.29%	9.29%
430	1,199	9.10%	18.39%
330	1,099	8.34%	26.73%
230	889	6.75%	33.48%
530	572	4.34%	37.82%
147	447	3.39%	41.21%
231	413	3.14%	44.35%
146	406	3.08%	47.43%
431	272	2.07%	49.50%
162	250	1.90%	51.40%

CONSENT SEARCHES

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in consent-requested vehicle searches. All searches were of local residents only, and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
143	1	25.00%	25.00%
162	1	25.00%	50.00%
355	1	25.00%	75.00%
452	1	25.00%	100.00%

Black			
SubGroup	Frequency	Percentage	Cumulative
162	27	27.00%	27.00%
320	8	8.00%	35.00%
355	7	7.00%	42.00%
349	6	6.00%	48.00%
572	6	6.00%	54.00%
453	5	5.00%	59.00%

Asian			
SubGroup	Frequency	Percentage	Cumulative
878	3	25.00%	25.00%
456	2	16.67%	41.67%
160	2	16.67%	58.33%
252	1	8.33%	66.67%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative P
162	10	28.57%	28.57%
355	3	8.57%	37.14%
453	3	8.57%	45.71%
144	2	5.71%	51.43%

White			
SubGroup	Frequency	Percentage	Cumulative
162	21	18.42%	18.42%
878	15	13.16%	31.58%
246	8	7.02%	38.60%
449	5	4.39%	42.98%
420	4	3.51%	46.49%
456	4	3.51%	50.00%
160	4	3.51%	53.51%
147	3	2.63%	56.14%
244	3	2.63%	58.77%
253	3	2.63%	61.40%
320	3	2.63%	64.04%
453	3	2.63%	66.67%
540	3	2.63%	69.30%
543	3	2.63%	71.93%
421	3	2.63%	74.56%
572	3	2.63%	77.19%

CONSENT SEARCHES WITH FINDS

The information contained within this area of the report relates to vehicle searches where consent was requested and a “find” was recorded. A “find” is defined as any contraband located during the search (i.e., weapons or illegal drugs). All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
162	1	100.00%	100.00%

Asian			
SubGroup	Frequency	Percentage	Cumulative
160	2	25.00%	25.00%
878	2	25.00%	50.00%
456	1	12.50%	62.50%
252	1	12.50%	75.00%
253	1	12.50%	87.50%
355	1	12.50%	100.00%

Black			
SubGroup	Frequency	Percentage	Cumulative
162	5	20.83%	20.83%
320	4	16.67%	37.50%
355	3	12.50%	50.00%
160	2	8.33%	58.33%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative
162	2	33.33%	33.33%
247	1	16.67%	50.00%
344	1	16.67%	66.67%
453	1	16.67%	83.33%
463	1	16.67%	100.00%

White			
SubGroup	Frequency	Percentage	Cumulative
162	4	11.76%	11.76%
878	4	11.76%	23.53%
421	3	8.82%	32.35%
450	2	5.88%	38.24%
253	2	5.88%	44.12%
147	2	5.88%	50.00%

NON-CONSENT SEARCHES

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in non-consent vehicle searches. All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
0	1	25.00%	25.00%
370	1	25.00%	50.00%
441	1	25.00%	75.00%
555	1	25.00%	100.00%

Asian			
SubGroup	Frequency	Percentage	Cumulative
878	3	15.00%	15.00%
838	2	10.00%	25.00%
455	2	10.00%	35.00%
130	2	10.00%	45.00%
162	2	10.00%	55.00%
255	2	10.00%	65.00%

Black			
SubGroup	Frequency	Percentage	Cumulative
651	9	7.09%	7.09%
320	8	6.30%	13.39%
353	5	3.94%	17.32%
162	5	3.94%	21.26%
572	5	3.94%	25.20%
552	4	3.15%	28.35%
253	4	3.15%	31.50%
355	4	3.15%	34.65%
349	4	3.15%	37.80%
350	3	2.36%	40.16%
371	3	2.36%	42.52%
243	3	2.36%	44.88%
130	3	2.36%	47.24%
553	3	2.36%	49.61%
444	3	2.36%	51.97%
450	3	2.36%	54.33%
453	3	2.36%	56.69%
646	3	2.36%	59.06%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative
130	6	6.32%	6.32%
253	6	6.32%	12.63%
456	5	5.26%	17.89%
355	4	4.21%	22.11%
372	4	4.21%	26.32%
252	4	4.21%	30.53%
651	4	4.21%	34.74%
549	3	3.16%	37.89%
349	3	3.16%	41.05%
350	3	3.16%	44.21%
370	3	3.16%	47.37%
444	3	3.16%	50.53%

White			
SubGroup	Frequency	Percentage	Cumulative
130	30	11.49%	11.49%
878	30	11.49%	22.99%
255	24	9.20%	32.18%
549	13	4.98%	37.16%
651	9	3.45%	40.61%
838	8	3.07%	43.68%
253	8	3.07%	46.74%
252	8	3.07%	49.81%
243	7	2.68%	52.49%
455	7	2.68%	55.17%
552	6	2.30%	57.47%
572	6	2.30%	59.77%

NON-CONSENT SEARCHES WITH FINDS

The information contained within this area of the report relates to vehicle searches where no consent was requested and a “find” was recorded. A “find” is defined as any contraband located during the search (i.e., weapons or illegal drugs). All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

American Indian			
SubGroup	Frequency	Percentage	Cumulative
0	1	50.00%	50.00%
370	1	50.00%	100.00%

Asian			
SubGroup	Frequency	Percentage	Cumulative
162	1	50.00%	50.00%
320	1	50.00%	100.00%

Black			
SubGroup	Frequency	Percentage	Cumulative
320	5	12.20%	12.20%
371	3	7.32%	19.51%
387	2	4.88%	24.39%
552	2	4.88%	29.27%
572	2	4.88%	34.15%
349	2	4.88%	39.02%
350	2	4.88%	43.90%
353	2	4.88%	48.78%

Hispanic			
SubGroup	Frequency	Percentage	Cumulative
252	2	9.09%	9.09%
253	2	9.09%	18.18%
320	2	9.09%	27.27%
349	2	9.09%	36.36%
355	2	9.09%	45.45%
456	2	9.09%	54.55%

White			
SubGroup	Frequency	Percentage	Cumulative
130	5	11.11%	11.11%
243	3	6.67%	17.78%
253	3	6.67%	24.44%
651	3	6.67%	31.11%
878	3	6.67%	37.78%
456	2	4.44%	42.22%
255	2	4.44%	46.67%
141	2	4.44%	51.11%
161	2	4.44%	55.56%
320	2	4.44%	60.00%
444	2	4.44%	64.44%
455	2	4.44%	68.89%

COMPLAINTS & COMPLIMENTS

From October 1, 2001, through March 31, 2002, Montgomery County Police Department employees received recognition for outstanding work a total of 973 times. Almost half of these compliments (462, or 47 %) were made by people external to the Department; the remaining 511 were internal recognitions.

Type of Recognition	Total
<i>Internally Generated</i>	
Inter-departmental Compliment	391
Unit Citation	23
Mini-Award	1
Other Inter-departmental Awards	96
<i>Externally Generated</i>	
Letter of Praise or Thanks	322
Telephone Contact	53
Other External Award	87

During this time period, the Internal Affairs Division received a total of 44 formal complaints, resulting in 102 allegations against employees of the Department. During this same time period, officers of the MCPD conducted 31,752 traffic stops. Of the 44 formal complaints received by the Internal Affairs Division, only 5 were the result of traffic stops.

CALENDAR YEAR 2001 – 4th QUARTER COMPLAINTS

During the fourth quarter of calendar year 2001, the Internal Affairs Division received 18 formal complaints against sworn and non-sworn members of the Montgomery County Department of Police. The complaints resulted in a total of 48 allegations of employee misconduct. The allegations included the following:

Internal

- 5 - compliance with orders
- 5 - conformance to law
- 1 - courtesy
- 1 - discrimination

External

- 4 – abuse of authority
- 1 – carrying of credentials
- 4 – conformance to law
- 5 – courtesy
- 2 – discrimination
- 2 – integrity of the reporting system
- 3 – unsatisfactory performance
- 1 – untruthful statements
- 14 – use of force

Of the 48 allegations, 3 were sustained, 12 were not sustained, 7 were closed administratively, 8 were unfounded and 18 are still pending.

Of the 18 formal complaints, 2 were related to traffic stops:

- A white female of Hispanic descent alleged discrimination was the reason a white female officer stopped her vehicle. The case was closed unfounded.
- A black female was stopped by two white female officers and complained of discrimination and discourtesy. The case was closed unfounded.

CALENDAR YEAR 2002 – 1st QUARTER

During the first quarter of calendar year 2002, the Internal Affairs Division received 26 formal complaints against sworn and non-sworn members of the Montgomery County Department of Police. The 26 formal complaints resulted in a total of 52 allegations of employee misconduct. The allegations included the following:

Internal

- 1 – attentiveness to duty
- 3 – conduct unbecoming
- 5 – conformance to law
- 2 – discrimination
- 1 – mutual protection
- 1 – punctuality
- 2 – unsatisfactory performance
- 1 – untruthful statements
- 1 – use of derogatory language
- 1 – wearing of the uniform

External

- 3 – abuse of authority
- 1 – conduct unbecoming
- 2 – conformance to law
- 3 – courtesy
- 2 – discrimination
- 23 – use of force

Of these 52 allegations, all cases are still pending.

Of the 26 formal complaints, 3 were related to traffic stops:

- A white male was stopped by a white male officer and complained of use of force and discrimination. The case is still pending.
- A white male involved in a traffic stop with a white male officer complained of use of force. The case is still being investigated.
- A black male involved in a traffic stop by two white male officers complained of use of force and discourtesy. The case is still being investigated.

CIVIL SUITS

A total of 10 civil suits were filed against the Montgomery County Police Department during the six-month period of this report. All of these suits were filed by persons outside the department; there were no employee-related suits. Note that the incident resulting in these cases could have occurred at any time; however, each was filed during the time of this report, October 1, 2001 to March 31st, 2002.

External Civil Suits by Subgroup

Nature of Civil Lawsuits	External	Oct-2001		Nov-2001		Dec-2001	
		Case count	Subgroup	Case count	Subgroup	Case count	Subgroup
Arrest related, Battery						1	833
Court related							
Dispatcher related							
Domestic related							
Traffic Collision related				1	1012		
Warrant related							
Total	2			1		1	
Nature of Civil Lawsuits	External	Jan-2002		Feb-2002		Mar-2002	
		Case count	Subgroup	Case count	Subgroup	Case count	Subgroup
Arrest related, Battery		2	463,220	1	141		
Court related				1	851	1	362
Dispatcher related							
Domestic related							
Traffic Collision related		1	645	1	649	1	641
Warrant related							
Total	8	3		3		2	

ALLEGATIONS BY SUBGROUP

The information contained within this section relates to complaints (both formal and intakes) received by the Internal Affairs Division. Officers involved are identified by subgroup number only. These numbers differ from the previous section because they include only sworn personnel.

Fourth Quarter 2001 October 1, 2001 – December 31, 2001		
Subgroup	# of Allegations	Allegations
155	2	Courtesy, Discrimination
344	2	Conformance to law, Compliance with orders
350	1	Use of force
352	1	Use of force
360	2	Conformance to law, Compliance with orders
363	3	Conformance to law, Compliance with orders, Use of force
372	2	Use of force –2
440	2	Abuse of authority, Use of force
441	2	Abuse of authority, Use of force
447	4	Use of force, Courtesy, Carrying of credentials, Conformance to law
450	4	Abuse of authority, Conformance to law, Compliance with orders, Use of force
462	1	Conformance to law
544	3	Courtesy, Integrity of the reporting system , Neglect of duty
549	2	Courtesy, Discrimination
556	1	Use of force
572	2	Use of force –2
643	1	Use of force
646	1	Conformance to law
647	1	Use of force
651	4	Courtesy, Conformance to law, Untruthful statements, Unsatisfactory Performance
878	2	Courtesy, Discrimination
Total:	43	

First Quarter, 2002 January 1, 2002 – March 31, 2002		
Subgroup	# of Allegations	Allegations
152	1	Use of Force
153	1	Use of Force
250	4	Wear the Uniform, Conformance to Law, Use of Force, Discrimination
252	4	Use of Force (2), Abuse of Authority (2)
350	1	Use of Force
360	4	Use of Force (2), Courtesy (2)
381	2	Use of Force, Courtesy
420	3	Use of Force (3)
443	1	Conduct Unbecoming
455	3	Conformance to Law, Punctuality, Untruthful Statements
461	1	Use of Force
540	1	Use of Force
543	4	Conformance to Law, Conduct Unbecoming, Neglect of Duty, Discrimination
555	1	Use of Force
643	1	Use of Force
644	1	Use of Force
645	3	Conduct Unbecoming, Unsatisfactory Performance, Mutual Protection
647	1	Use of Force
650	1	Use of Force
651	2	Use of Force (2)
851	1	Conformance to Law
804	1	Conformance to Law
546	5	Use of Force, Conformance to Law, Discrimination, Abuse of Authority, Use of Derogatory Language
652	1	Use of Force
Total:	48	